PEARSON WINS OVER

Flies From Cleveland to Mineola Few Minutes Ahead of Manzelman.

NIP AND TUCK CONTEST

Lieut. Maynard's Official Time 25 Hours 11 Minutes

8 1-2 Seconds.

After starting within a minute of each other at Cleveland and racing nip and tuck 503 miles to Mineola Lieut. Alex-nader Pearson, Jr., and Lieut. Earle Manzelman arrived at Roosevelt Field yesterday within twenty minutes of each

other.

Lieut. Pearson, in a De Haviland, came shooting out of the northwest first, landing at 1:55, the third Mineola starter to finish the race, while Lieut. Manzelman dropped from the clouds at 2:12. Lieut. Pearson at one time seemed likely to beat Lieut. Maynard in when the flying parson's motor "let him down" in Nebraska with a broken crankshaft, but Pearson's own motor gave unmistakable signs of breaking down at North Platte, and he was compelled to remain there seventy-six hours to change motors, taking one of the Liberty engines from the Martin bomber.

the Martin bomber.

Both Pearson and Manzelman got upearly yesterday morning at Cleveland, realizing that there would be a livelybattle on for position in the big contest. Lieut. Manzelman got away first at 7sharp, and Lieut. Pearson followed a minute and a half later. On the dash of 186 miles to Buffalo Lieut. Manzelman chose to hug the ground flying under some clouds, which were 800 or 300 feet above the earth. His plane was slightly faster than his rival's and he determined to take no chances on losing his way in the mist above. Lieut. Pearson roared through the clouds and

lesing his way in the mist above. Lieut. Pearson roared through the clouds and found a wind above them which helped him on his way.

He was able to get glimpses of Manzelman's plane most of the way to Buffalo, and noted that the wind was more than equalizing the difference in motors. He beat the lower plane into the Buffalo field by three minutes, covering the 180 miles in 2 hours and 24 minutes. Service at the Buffalo field minutes. Service at the Buffalo field was not rapid and Lieut. Pearson got away at 10:17, while Lieut. Manzelman, who was compelled to wait for gasolene, did not get his wheels off the ground until 10:31.

Pearson Holds Gains.

sentatives, army and navy men and representatives of foreign Governments.

The big Eagle was piloted by Bert Acosta and carried George Quisenberry, Robert Sherwood, A. L. Wetzel, Donaid Thompson and George Worsham, magazine and movie men. The other ships first streat Both men now had their motors opened to the last notch, and were push-ing their ships to the last second of speed. Pearson, always flying high, held

started for the race he has piloted his ship 6,600 miles and must fly about 1,200 more to get home again.

Cole Younger, vice-chairman of the contest committee of the American Flying Club, yesterday unofficially computed Lieut. Pearson's flying time to San Francisco at 28 hours 3 minutes 47 seconds and his homeward time at 21

hours 24 minutes 15 seconds, a total of 42 hours 28 minutes 2 seconds. The official time of Lieut. Maynard was announced yesterday at Washing-ton as 25 hours 11 minutes 31/4 seconds to San Francisco and 41 hours 52 min-utes \$2 seconds back to Mineola, a to-tal for the return trip of 67 hours 3 minutes 40 % seconds. The poor time on the second leg is due to the fact that eighteen hours he spent changing motors in a Kansas cornfield is counted, ac-cording to the rules, as part of flying

Captain Donaldson, the second mar in, made the trip to San Francisco in 31 hours 37 minutes 19 seconds and the trip back to Mineola in 25 hours 56 mniutes 38 seconds, a total of 57 hours 33 minutes 57 seconds. Although the flying time of Lieut

Pearson is apparently some hours lower than either of the men who finished ahead of him it is by no means certain that he is the winner of the flying time contest, as some of the fifteen men still in the race may have made even lower time by waiting at each control for

in the race may have made even lower time by waiting at each control for favoring winds.

The American Flying Club yesterday received a grim telegram from Lieut.-Col. H. E. Hartney, from Salt Lake City, which said: "Many believe cannot get Fokker junk heap across, but with any kind weather should reach Mineola Friday." Officials took this as meaning that Col. Hartney had become even more progerman since attempting to fly the captured machine across the continent and tured machine across the continent an back. Col. Hartney also stated he has strapped a knife to his tall skid in order to slow down after landing on the solid salt field at Salduro, the slipperiest field

Lieut, D. B. Glah, piloting lieut, S. W. Torney's De Haviland, left San Fran cisco yesterday, still determined to finish despite the fact that he has narrowly es-caped death twice in the race, once by are in the air and once by crashing into

MAYNARD URGES MT. PEAKS FOR LANDINGS Would Reduce Flight Perils, He Tells Pilots.

Lieut. Belvin W. Maynard, the flying parson who won the transcontinental air race, told the story of his flight yesterday to a hundred members of the American Plying Club, most of them pilots, at a luncheon given in his honor in the clubhouse, 11 East Thirty-eighth Street.

In the clubhouse, 11 East Thirty-eighth street.

To keep the parson company Dr. Corbelius Woelfkin, pastor of the Fifth Avenue Baptist Church, was present, as were Col. Archie Miller, commander of flying fields on Long Island, and Col. Gerald C. Brandt, Air Service officer of the Department of the East, one of the starters in the race, who was slightly injured the first day of the race, when his plane crashed, killing his mechanic. Lieut. Maynard repeated the story he had told on Saturday of the 5,400 mile race, modestly soft pedalling his own part, but dwelling particularly on the interest in aviation which has been aroused throughout the country as a result of the race. He said he had already received a hundred letters and telegrams from chambers of commerce and flying clubs asking for suggestions concerning the establishment of municipal landing fields and other matters indicating a belief in the coming of an era of aerial navigation.

Lieut Maynard advocated the building of landing fields on mountain tops to make flying less hazardous over the

and kindness. These Nevadans got to-gether before the race and spent ten days and \$2,000 preparing a landing

RIVAL IN AIR RACE

Lawrence L. T. Driggs, president of the club, who was toastmaster, announced that an aviation dinner to celebrate the signing of the armistice would be given in the Hotel Commodore on the night of November 11. A thousand or more aviators will be present on this occasion, when trophies will be presented to the winners of the transcontinental race.

U. S. AIR FLEET WILL AID POLES

Squadron Will Be Recruited for Paderewski's Army.

A squadron of twenty American pilots and observers, and the usual enlisted personnel of the unit, is to be raised for the Polish army, according to word received yeaterday by the American Fiying Club from Lleut. Paul F. Baer, an American ace now serving as an officer in the army of Premier Paderewski.

At the present time the Polish army of 750,000 men contains a squadron of American volunteer filers, who are equipped with S:pwith Camels and Fokker fighting machines. Lleut. Baer, who reached Paris on October 3, received permission, after a conference with Premier Paderewski and Gen. Roywadowski, chief of the Polish Mission in Paris, to recruit another squadron and to secure the necessary equipment in the United States. Lleut. Baer brought down nine German planes during the war and wears the Croix de Guerre with sopen palms, the Distinguished Service Crowwith two oak leaves and the Cross of the Legion of Honor. He was captured during the war, but finally escaped to Poland, where he met Paderewski.

FOUR PLANES LEAVE.

FOUR PLANES LEAVE FOR WASHINGTON

Fifth Turns Over on Nose at Roosevelt Field.

Five Curtiss airplanes, headed by the big three motored Eagle, an eight pas-

clais.

One of the five ships, a Curtiss Oriole, officted by Leo Chase, with Fred Walker as passenger, turned over on its nose when one wing touched the ground in making a landing at the field shortly after the start. The other four, the Eagle, two Orioles and a JN-4-D, circled over New York city and then headed for Philadelphia, their first overnight stopping place. They will leave Philadelphia to-morrow at 11 A. M. and proceed to Washington, fiying over Baltimore. There they will remain for a week, during which demonstration flights will be given Senators, Representatives, army and navy men and rep-

Greenwich Village Inn on Sheridan Square, will be absent for about a month from the environs of art and near art because Judge Learned Hand in the Fedoccause Judge Learned Fland in the red-eral District Court sentenced him yester-day to thirty days' sojourn in jail after Gallant had pleaded guilty to violating the war time prohibition law. It was among the first jail sentences for those who se'l liculds out of season.

tagging behind and at the sides, the mob moved through Fifty-first street toward nue buildings were broken.

Fark avenue, which is a block from the theatre. Near the avenue they were barged by fifteen mounted cops, ten in the first rank, five in the second, who nue and Fifty-first street station was knocked down in the battle at Park avenue first rank, five in the second, who nue and Fifty-first street and was taken nudged the rioters back by swinging to Bellevue Hospital with a possible their horses from pavement to sidewalk. Fark avenue, which is a block from the theatre. Near the avenue they were charged by fifteen mounted cops, ten in the first rank, five in the second, who nudged the rioters back by swinging their horses from pavement to sidewalk and back as they advanced and by bending over and swinging their clubs freely.
Yelling, the raiders retreated west-ward in Fifty-first street, all except a

the American fing disappeared from the auto truck, which the police captured. When the sailor fell Father Martin of

St. Patrick's Cathedral hurried to his side and stood over him until Dr. Jost arrived in an ambulance from Flower Hospital. The police said they did not know whether the sailor had been clubbed, run down by the mounted men

or hit by a brick or stone.

The sailor, who was taken to Bellevue Hospital, was identified as William big three motored Eagle, an eight passenger machine, rose from Roosevelt Field, Mineola, yesterday at noon on a cruise to Washington. The trip is to demonstrate the strides aviation has made recently toward commercial use to the public and to Government officials.

One of the five ships, a Curtiss Oriole, plickted by Leo Chase, with Fred Walker has been been and to the public and to Government officials.

A few minutes after this episode Frederick A. Wallis, Fourth Deputy Commissioner of Police, arryled at the

to the Motor Transport Corps garage at Eleventh avenue and Fifty-seventh street and asked that two motor trucks be got ready as they were going to charge the police. The crowd then marched to the garage and were trying to start two trucks which they found stalled in the street when they were driven off by army guards armed with rifles. Returning to Madison avenu



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LONDON, ENGLAND

BLEND

TORONTO, CANADA

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The police kept everybody on the move n all the streets for several blocks around the theatre. There were 260 policemen on hand at the start—200 in uniform and afoot, 46 mounted and 20 in piain clothes. Reserves swelled this number later. There were rumors of intended concerted action by members of the American Legion in the bets of the American Legion in the afternoon. These rumors caused Major George Brokaw Compton, chairman of the legion organization in New York county, to send this message to the commander of every post early in the eventuel.

evening:
"Rumors just received that posta-have been asked to take part in violent opposition to German opera are entirely without foundation and must have been circulated by enemies. The American Legion stands for law and order. You are urged to stay away from the Lex-ington Theatre."

Trouble Late in Starting.

On Monday night, when the German opera season began, trouble in the streets started early. Last night everything was pretty peaceful until after so clock. As far south on Lexington avenue as Forty-seventh street and as far north as Fifty-fourth street were police outposts, who quickly summoned the cavalry whenever a crowd showed unwillingness to scatter. The mounted coperarsed along the street and sidewalk

They were thrown back and held until
the cavalry cantered into action. Pieces
of brick and stone and bottles were
thrown at the cops. A sergeant was hit,
but not seriously hurt. The augmented
police made a big drive all together,
clubbing where necessary and the mob
scattered.

Similar encounters, without the bottle tossing, occurred in Lexington ave-nue at Forty-eighth street and later at Forty-fourth street.

A sallor who did not give his name was hustled out of the theatre because he stuck one of his feet into the aisle and tripped up other persons going down

and tripped up other persons going down the aisle.

Inspector Owen Eagan, the bomb expert of the bureau of combustibles, spent two hours in front of the theatre. He said he had heard that hombing was meditated, but took no stock in the rumor. Thomas D. McCarthy, United States Marshal, was also on hand—merely as an observer, he said.

In their final retreat from the vicinity

In their final retreat from the vicinity of the theatre at about 11:30 o'clock some one in a mixed cluster of service men and camp followers turned in a fire alarm from a box at Madison avenue and Fiftieth street, near St. Patrick's Cathe-A big blackboard announcing that the

opera would be given last night stood in the theatre lobby all afternoon. Tickets for the cancelled performance of Tuesday evening were honored. Twenty-two hundred tickets had been sold, but charged along the street and sidewalk impartially; everybody fell back and no one was hurt in this early period.

Members of one of these groups, driven westward through Fifty-first street, vacant. The title of the opera, "Zar und reporter, according to the Globe, that he

SPITE PLYING EGGS

SPITE PLYING EGGS

Continues from First Page.

Continues from First Page.

Continues from First Page.

Continues from First Page.

Seging behind and at the sides, the moboved through Fifty-first street toward ark avenue, which is a block from the eatre. Near the avenue they were browne will be eatre. Near the avenue they were sirred by fifteen mounted cops, ten in arged by fifteen mounted cops, ten in a first rank, five in the second, who did get her forces from payement to sidewalk for the left of the high cavalry cantered into action. Pleces from payement to sidewalk frequency and surged bricks in front or a building the sund carpenter" on the programme.

Zimmermann" was in English, "Cas" and Carpenter" on the programme.

The egg throwing took place soon and while Herry man Well and the chorus were singling the Geryel who was an observer near the theatre telephoned headquarters of the Third who was an observer near the theatre telephoned headquarters of the Third who was an observer near the theatre telephoned headquarters of the Third who was an observer near the theatre telephoned headquarters of the Third who was an observer near the theatre telephoned headquarters of the Third who was an observer near the theatre telephoned headquarters of the Third who was searched at the police station. One of the eggs spathodically until five had being of the army truck was seen at Park avenue buildings were broken.

Sergeant George Wischebrink of the east worns and while Herry man was in a box at the right of the until five had he eggs methodically until five had he eggs methodically until five had beeges were thrown heads and place on the was an adapplauding the sink-the was a careful of the until five had he eggs methodically until five had beeges methodically until five had beeges were scattered over the stage, in civilian clothes. He frequence was an adapplauding the sink-the was a careful of the until five had he eggs methodically until five had beeges were scattered over the stage, in civilian

When the Star Company's application for a continuance of the temporary in-metion granted by Justice Bjur came before Justice Giegerich in Part I of the Supreme Court yesterday morning Assistant Corporation Counsel Nicholson before Justice Giegerich in Part I of the Supreme Court yesterday morning Assistant Corporation Counsel Nicholson wanted to have it understood that no opera should be given until the case was disposed of. To this Max D. Steuer, attorney for the company, would not agree. He pointed out that there had been no disturbance inside the theatre on Monday, the opening night, although the residue. Boston, Oct. 22. — The misabled freighter was a rumpus outside. He said there was a rumpus outside. He said that Justice Bljur would have enjoined interference with Tuesday night's pro-posed performance except that he was afraid the notice was too brief for adequate police protection and also wished the Corporation Counsel to have the papers overnight.

Martin W. Littleton, by consent of Justice Giegerich and the lawyers, spoke in behalf of the American Legion Mr. Steuer was willing to argue at once the application for a permanent in-function, but continued to oppose a con-linuance of the status quo of Tuesday evening, when the opera was cancelled y mutual consent.

Mr. Nicholson again asked that the

Mr. Nicholson again asked that the status quo of Tuesday evening be continued, but Justice Giegerich ruled: "I have no authority to interfere with Justice Bijur's order. Let the responsibility rest upon him." He then set the hearing on the request for a permanent injunction for 2 o'clock this afternoon.

Otto Goritz, managing director of the opera company, admitted yesterday to a

"Why any one is bringing up the sub-ject now I cannot understand," he added.
"I am the last person in the world to do anything to offend Americans I have lived in this country a long while and expect to stay here. My daughters were born here and I am educating them here."

One of the stanzas of the parody, as translated, reads:

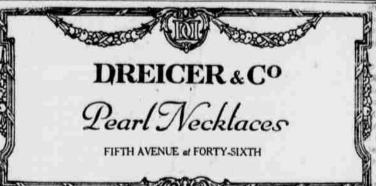
Boston, Oct. 22. — The Misabled reighter Waxahachie, bound from St. Nazaire for New York, was towed here

ADJUSTER IS HELD IN BRIBERY CASE Wayneck Limps Into Court and Surrenders.

> Limping into the Criminal Courts Building still suffering from the effects of a broken leg sustained in an automobile accident last summer, Barney Way neck, 51, claim adjuster for a casualty insurance company, surrendered himself yesterday afternoon to Detective Joseph Russo of the District Attorney's staff, who held a bench warrant for his arrest. Wayneck, who was formerly an inter-preter for the State Industrial Commission's compensation bureau and a candi-al date in 1911 for the Assembly on the Independence League ticket, was indicted on October 8 by the county Grand Jury, charged with bribery. He was arraigned following his arrest before Judge Wad-hams in General Sessions and held for

hams in General Sessions and held for pleading in \$2,500 ball.

The indictment found against Wayneck alleges he accepted on July 21 from the Thomas Murphy, an employee of the off Turner Construction Company of Brooks, 116 lyn, excavators, \$900, which the latter said he was obliged to pay in order to the cash his check covariant. Nasaire for New York, was towed here to de to-day by the British steamer Niceto de Larrinaga, which interrupted a voyage from Galveston for Manchester, England, to rescue the Waxahachie 500 miles out.



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